
5.4 SOCIAL IMPACTS

This section evaluates potential social impacts, with a primary focus on impacts that would result from the acquisition of homes and businesses by the City of Chicago. As stated in FAA Order 1050.1E: *Environmental Impact: Policies and Procedures*, Paragraph 16.2c, “the principal social impacts to be considered are those associated with relocation or other community disruption, transportation, planned development, and employment.” Related topics, such as surface transportation, induced socioeconomic and environmental justice, because of their significance in this EIS, have been included in separate, stand-alone sections. These sections are specifically identified as **Section 5.3, Surface Transportation**, **Section 5.5, Secondary (Induced) Impacts**, and **Section 5.21, Environmental Justice**, and will be referenced periodically throughout this section.

5.4.1 Background and Methodology

This subsection outlines the applicable Federal regulations, thresholds of significance, and a summary of the methodologies used to identify potential social impacts related primarily to land acquisition and relocations.

5.4.1.1 Regulatory Context

As noted in FAA Order 5050.4A, the principal issues to be addressed in a social impact evaluation are: “those associated with relocation or other community disruption which may be caused by the proposal.” This FAA Order also mandates that in the event of residential relocation, the provisions of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970¹ (Uniform Act) must be met. In addition, FAA provides guidance in FAA Advisory Circular 150/5100-17² and FAA Order 5100.37A³ for projects that require or involve land acquisition and relocation. Due to the nature of this project, any impacted owner, tenant, or business in the potential acquisition area will be afforded all appropriate rights established in the Act and various Orders.

Additionally, the Sponsor of any airport development project must propose a plan for the effective management of the relocation process, often referred to as the Relocation Plan. The City of Chicago has developed a Relocation Plan⁴ to ensure fair treatment of the owners’ and tenants’ property that may be acquired. The FAA has reviewed this Plan for conformity with the Uniform Act.

¹ Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 USC 4601et seq.) (PL 91-528 amended by the Surface Transportation and Uniform Relocation Act Amendments of 1987, PL 100-117).

² Land Acquisition and Relocation Assistance for Airport Improvement Program Assisted Projects, Advisory Circular 5100-17, September 7, 2001.

³ Land Acquisition and Relocation Assistance for Airport Projects, FAA Order 5100.37A, December 1, 2000.

⁴ Draft O'Hare Land Acquisition Relocation Plan, O.R. Colan, March 13, 2003.

Alterations in surface transportation or other community development plans are also considered a social impact and are described further in **Section 5.3, Surface Transportation**.

In addition, in order to comply with Executive Order 12898⁵ and DOT Order 6510.2,⁶ any substantial effects on a particular minority or low-income group due to the proposed project must be disclosed. These issues are discussed at length in **Section 5.21, Environmental Justice**.

State Legislation

The O'Hare Modernization Act⁷ sets forth certain parameters for carrying out the project. Further discussion of this legislation related to reimbursement of tax base losses is presented later in this section of the EIS, under **Section 5.4.4 Potential Mitigation Measures**.

5.4.1.2 Thresholds of Significance

FAA Order 5050.4A, paragraph 85c, with respect to social impacts states:

Social Impacts. As set forth in paragraph 47e(3), when the environmental assessment indicates the potential for significant impact because of relocation or other community disruption, additional analysis is needed in the environmental impact statement to describe the degree of impact and measures to minimize such adverse effects. If an insufficiency of available relocation housing is indicated or has engendered a high degree of controversy, a thorough analysis of efforts made to remedy the problem shall be reflected in the environmental impact statement including if necessary provision for housing of last resort as authorized by section 206(a) of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. If business relocation would cause appreciable economic hardship on the community, if significant changes in employment would result directly from the action, or if community disruption is considered substantial, the environmental impact statement will include a detailed explanation of the effects and the reasons why significant impacts cannot be avoided.

FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures* (Appendix A, Section 16), identifies specific thresholds of significance as follows:

16.3a. Environmental Justice. Disproportionately high and adverse human health or environmental effects on minority and low-income populations may represent a significant impact.

16.3b. Children's Environmental Health and Safety Risks. Disproportionate health and safety risks to children may represent a significant impact.

16.3c. Socioeconomic Impacts. Factors to be considered in determining impact in this category include, but are not limited to, the following:

- (1) Extensive relocation of residents is required, but sufficient replacement housing is unavailable.
- (2) Extensive relocation of community businesses that would create severe economic hardship for the affected communities.
- (3) Disruptions of local traffic patterns that substantially reduce the levels of service of the roads serving the airport and its surrounding communities.
- (4) A substantial loss in community tax base.

⁵ Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (59 FR 7629, February 16, 1994).

⁶ Environmental Justice in Minority and Low-Income Populations, Order DOT 5610.2, April 15, 1997.

⁷ O'Hare Modernization Act, Illinois Public Act 93-0450, August 6, 2003.

This section discusses the potential social impacts for each alternative, including 16.3b, (Children's Environmental Health and Safety Risks), and 16.3c (1), (2), and (4) (related to relocation of residences, businesses, and loss in community tax base). Paragraphs 16.3a Environmental Justice, and 16.3c (3) related to surface traffic patterns are discussed in **Section 5.21, Environmental Justice**, and **Section 5.3, Surface Transportation**, respectively. Thresholds of significance related to induced socioeconomic impacts are discussed in **Section 5.5, Secondary (Induced) Impacts**.

5.4.1.3 Methodologies

Land Acquisition Needs

In determining the potential land acquisition needs for the Build Alternatives, the alternative analysis, as presented in **Chapter 3, Alternatives**, examined several key airfield related parameters. **Chapter 3**, and its associated **Appendix E, Alternatives**, include detailed layouts and supporting documentation for the various alternatives and their land acquisition requirements.

The O'Hare International Airport Master Plan identified three major categories of land acquisition for the City's proposed airfield configuration:

- **Primary Land Acquisition Areas:** In developing a plan for the redevelopment of O'Hare, land in the primary acquisition area falls within the footprint of the project development area and is necessary for construction of any of the Build Alternatives. For instance, land for a new runway, terminal, or supporting infrastructure would be considered primary land acquisition area.
- **Runway Protection Zone:** Land acquisition for Runway Protection Zone (RPZ) areas (the trapezoidal area extending from the centerline of a runway end), is designated by the FAA to enhance the safety of aircraft operations. The FAA AC 150/5300-13, *Airport Design*, requires that these areas be kept free of any obstacles that would hinder approach or departure activities at the end of a runway. Land acquired for RPZs may not be used in actual construction, but rather acquired in order to be kept clear of incompatible uses. In some cases, where the existing use does not pose any hindrance to flight activity, the RPZ may not need to be acquired in fee. The acquisition of aviation easements may fulfill FAA's intent to preserve a compatible use.
- **Mitigation:** Land acquired for mitigation purposes serves to compensate for adverse impacts due to construction. For example, mitigation acquisitions may occur to minimize splitting of neighborhoods, or to serve as a barrier between the airport and remaining homes and businesses. In addition, mitigation for environmental impacts, such as wetlands, may be required.

Identification of Potential Land Acquisition-Related Social Considerations

Land acquisition would potentially impact the residences within the acquisition areas and within neighborhoods that would be located adjacent to the proposed Airport property line. In addition, the long-term effects on schools, places of worship, businesses, and community infrastructure were identified based on available information. The potential effects on the following entities/facilities have been studied in the Alternatives Analysis portion of this section.

- **Residential Areas:** Information including population and housing values in the residential areas proposed for acquisition and for reference, within the project area, have been documented as well as the availability of affordable housing. The character of a community may also be affected by an acquisition program such as that being proposed by the City of Chicago. The potential effects of community disruption were identified.
- **Businesses:** Businesses within the proposed acquisition area were identified, and the number of employees that may be affected through the closure or relocation of a business was estimated. In addition, some businesses are in proximity to the proposed acquisition areas that may rely on patrons that currently reside within the acquisition areas. These businesses could be impacted by the loss of these patrons. In addition, specific businesses which might rely on minority patrons were identified further in **Section 5.21, Environmental Justice**.
- **Schools:** Significant loss of student population as a result of acquisition/relocation could hinder a school's ability to successfully carry out its mission. The student enrollment at the various schools within the project area that is impacted by the land acquisition and associated relocations was estimated. A correlation was made between student enrollment at schools potentially affected by acquisition and students that may leave the area if acquisition occurs. School district maps were utilized.
- **Places of Worship:** Typically, places of worship are supported by members/parishioners, who live in proximity to the place of worship. For example, the long-term success of a place of worship could be affected if a significant number of the members happen to move away as a result of property acquisitions. While difficult to quantify, the estimated attendance per week for places of worship in the vicinity of the proposed southwest acquisition area was estimated.
- **Infrastructure:** Infrastructure impacts associated with the Build Alternatives would potentially include identifying and managing utilities left in the acquisition area following the relocation of residents. Remaining utilities and their ultimate disposition would be dealt with during the design phase of the ensuing projects.

Children's Environmental Health and Safety Risks

Pursuant to Executive Order 13045, *Protection of Children from Environmental Health Risks and Safety Risks*, Federal agencies are directed, as appropriate and consistent with the agency's mission, to make it a high priority to identify and assess environmental health risks and safety risks that may disproportionately affect children. Agencies are encouraged to participate in implementation of this Order by ensuring that their policies, programs, activities, and standards address disproportionate risks to children that result from environmental health risks or safety risks.

In regard to potential children's health impacts, the FAA has undertaken an air quality analysis of project-related particulate matter emissions of 2.5 microns per cubic meter or less (PM_{2.5}) which is presented in **Section 5.6, Air Quality**. This analysis indicates that the Build Alternatives will increase PM_{2.5} emissions. The increased emissions will not result in violations of or delay attainment of the NAAQS. The National Ambient Air Quality Standards (NAAQS) for PM_{2.5}, as promulgated by the USEPA, are health-based standards designed to address concerns associated with sensitive populations, including children, the elderly, and those with asthma. As the NAAQS are health-based standards, the Build Alternatives are not expected to cause adverse health effects on residents in Cook and DuPage Counties, including children. Additionally, since the science and methodology for completing a valid project level analysis of health impacts is lacking, it would be speculative to extrapolate environmental health and safety risks for children from the hazardous air pollutant (HAPS) emissions data. For a discussion of project-related hazardous air pollutants and potential health effect, see **Section 5.6, Air Quality** and **Appendix I, Hazardous Air Pollutant Discussion**.

There is a growing body of literature that demonstrates the effects of high noise levels on learning. The FAA, the City of Chicago, and the O'Hare Noise Compatibility Commission (ONCC) have been engaged for a long period of time in sound insulating schools within areas exposed to high aircraft noise levels around O'Hare. Through these efforts, 62 schools within the project area⁸ have been sound insulated as of June 2005. There is one eligible school, Socrates St. Sava Academy in Chicago, which would be within the 65 DNL Build Out + 5 noise contours for Alternatives C, D, and G that is currently eligible and has also requested sound insulation, but has not been sound insulated. Funding has been approved and this school is scheduled to be sound insulated by the end of the summer 2005.

This EIS has not identified any other project-related environmental health risks or safety risks that may disproportionately affect children.

Loss in Community Tax Base

If businesses and homes are purchased, many taxing bodies that receive various taxes from these properties would lose tax revenue that is now realized. Detailed research and fieldwork (with respect to land acquisition, identifying properties, and tax research) was performed to

⁸ The project area for noise in this EIS is defined in **Chapter 4, Affected Environment, Section 4.1, Airport Location and Study Areas**.

determine and to quantify the potential effect of the land acquisition on the various taxing bodies. This included obtaining copies of all related tax bills for the parcels being considered for acquisition in DuPage and Cook County.

5.4.2 Baseline Conditions

A total of 18 communities, or portions thereof, lying in either Cook or DuPage counties are potentially affected by activity at O'Hare and are referred to as the project area. See **Exhibit 4.1-1** in **Chapter 4, Affected Environment**. Of the 18 communities within the project area, the communities of Bensenville, Des Plaines and Elk Grove Village, are of particular interest due to their proximity to the Airport and the potential for acquisition within these areas resulting from the Build Alternatives.

A Construction Impact Area was also analyzed. The Construction Impact Area, as shown on **Exhibit 4.1-1**, includes the potential acquisition areas, as well as the current Airport boundary. This area is encompassed by the overall project area.

5.4.2.1 Population

Detailed information is contained in **Chapter 4** on population trends, number of households and employment within the project area and construction impact area. Additional components specific to social impacts, including local economy, and availability of affordable housing are included in the following sections.

5.4.2.2 Local Economy

The communities in the project area have benefited from their proximity to commuter rail (providing access to employment in downtown Chicago), the extensive interstate highway system, and the Airport; the development of extensive industrial and commercial land uses; and the associated employment opportunities.

As detailed in this section, communities in the project area are continuing to experience increasing property values and increasing household incomes. The existing general development patterns and current trends in population movement are not expected to change.

The 2000 median household incomes in the communities in the project area ranged from just over \$34,000 in Rosemont, to over \$73,150 in Park Ridge as shown in **Table 5.4-1**. Among the communities in the project area, Itasca had the largest increase (53 percent) in household income between 1990 and 2000.

5.4.2.3 Housing Values

As incomes have increased, median home values have also increased. In 1990, the median home value for the communities in the project area ranged from \$77,600 in Chicago to \$185,100 in Park Ridge. Since 1990, the median home values have increased in all communities in the project area. Some of the highest increases were in Rosemont (72 percent), Chicago (71 percent) and Park Ridge (60 percent). In 2000, the median home values for the communities in the

project area ranged from \$132,400 in Chicago to \$295,800 in Park Ridge. The inflation rate over the time period of 1990 to 2000 was 25 percent. Median home values in all of the communities in the project area increased at rates exceeding the inflation rate during the decade. **Table 5.4-1** shows the rise in median home values between 1990 and 2000.

**TABLE 5.4-1
MEDIAN HOUSEHOLD INCOMES AND MEDIAN HOME VALUES IN THE PROJECT
AREA: 1990 & 2000**

City	Median Household Incomes			Median Home Values		
	1990	2000	Change (a)	1990	2000	Change
Addison	\$41,375	\$54,090	31%	\$124,700	\$173,200	39%
Arlington Heights	\$51,331	\$67,807	32%	\$168,900	\$240,600	42%
Bensenville	\$36,649	\$54,662	49%	\$107,000	\$155,900	46%
Chicago	\$26,301	\$38,625	47%	\$77,600	\$132,400	71%
Des Plaines	\$42,176	\$53,638	27%	\$130,300	\$184,600	42%
Elk Grove Village	\$48,863	\$62,132	27%	\$137,800	\$189,400	37%
Elmhurst	\$49,611	\$69,794	41%	\$134,300	\$211,100	57%
Franklin Park	\$34,379	\$46,688	36%	\$98,300	\$143,900	46%
Harwood Heights	\$30,751	\$43,288	41%	\$123,700	\$191,700	55%
Itasca	\$45,779	\$70,156	53%	\$136,900	\$208,300	52%
Mount Prospect	\$46,508	\$57,165	23%	\$154,500	\$217,700	41%
Norridge	\$35,766	\$47,787	34%	\$134,600	\$200,500	49%
Northlake	\$35,129	\$48,406	38%	\$91,200	\$136,800	50%
Park Ridge	\$52,817	\$73,154	39%	\$185,100	\$295,800	60%
Rolling Meadows	\$45,764	\$59,535	30%	\$127,300	\$176,600	39%
Rosemont	\$28,735	\$34,663	21%	\$150,600	\$259,600	72%
Schiller Park	\$34,379	\$41,583	21%	\$109,900	\$161,600	47%
Wood Dale	\$43,048	\$57,509	34%	\$120,000	\$171,800	43%
Note: (a) The inflation rate between 1990 and 2000 was 25 percent.						
Source: 1990 Median Household Income information: <i>Census 1990</i> , U.S. Bureau of the Census (CD); 2000 Median Household Income Information: <i>U.S. Census Bureau, Geographic Comparison Table, Income and Poverty in 1999: 2000, Illinois</i> ; Median Home Value Information: Website: www.marketplaces.chicagotribune.com/marketplaces/homes/search/buy/form/						

Affordability of Housing

As presented in this section, the median home values in 2000 for the project area ranged from \$132,400 to \$295,800. **Table 5.4-2** shows the percentage of affordable housing units by community in the project area. The generally accepted definition of affordability is for a household to pay no more than 30 percent of its annual income on housing. The greatest percentage (44.8 percent) of single-family homes, townhouses/condos, and multi-family units currently for sale in the project area have a listing price of \$300,000 and higher.⁹ Less than one percent of single-family homes, townhouses/condos, and multi-family units currently for sale in the project area have a listing price of between \$50,000 and \$100,000. None of the communities in the project area are currently listing residential properties at less than \$50,000. Subsidized housing is located in Bensenville (one building housing elderly residents), Des Plaines (two buildings housing elderly and special-needs residents), and Elk Grove Village (one building housing elderly residents). No other subsidized housing designated areas within the project area have been identified.

⁹ Search for single-family, condo/townhouse, and multi-family listings at Chicago Multiple Listing Service, Website: <http://www.thechicagomls.com>, October 23, 2003.

**TABLE 5.4-2
PERCENTAGE OF HOUSING UNITS BY ASKING PRICE RANGE AND
COMMUNITY IN THE PROJECT AREA**

Community	Price Range in Thousands of Dollars					300 and Greater (a)
	50-100	100-150	150-200	200-250	250-300	
Addison	NA	NA	NA	NA	NA	NA
Arlington Heights	1.2%	12.2%	6.7%	10.9%	15.2%	53.8%
Bensenville	0.0%	11.1%	18.2%	29.3%	17.2%	24.2%
Chicago – Zip Code 60631	0.0%	5.6%	13.1%	2.8%	10.3%	68.2%
Chicago – Zip Code 60656	0.0%	16.3%	35.6%	6.7%	13.3%	28.1%
Chicago – Zip Code 60706	0.0%	0.0%	5.1%	16.9%	22.0%	55.9%
Des Plaines	1.5%	21.5%	21.3%	16.7%	17.1%	21.9%
Elk Grove Village	0.0%	10.9%	16.3%	26.1%	22.8%	23.9%
Elmhurst	1.9%	1.6%	3.8%	4.1%	10.2%	78.3%
Franklin Park	0.0%	0.0%	20.0%	53.3%	20.0%	6.7%
Harwood Heights	0.0%	0.0%	10.0%	35.0%	25.0%	30.0%
Itasca	0.0%	12.8%	1.3%	11.5%	19.2%	55.1%
Mount Prospect	2.0%	7.4%	11.8%	5.4%	28.4%	45.1%
Norridge	0.0%	0.0%	2.4%	7.1%	21.4%	69.0%
Northlake	5.4%	16.2%	35.1%	40.5%	2.7%	0.0%
Park Ridge	0.0%	1.5%	3.1%	6.5%	6.1%	82.8%
Rolling Meadows	NA	NA	NA	NA	NA	NA
Rosemont	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Schiller Park	0.0%	33.3%	14.5%	23.2%	14.5%	14.5%
Wood Dale	0.0%	1.1%	13.2%	15.4%	19.8%	50.5%
Total	0.9%	9.7%	14.0%	14.1%	16.4%	44.8%

Note: (a) Chicago MLS maximum search price is \$4 million.
NA = Data Not Available
Source: Chicago Multiple Listing Service, October 2003.

5.4.2.4 Schools and School District Boundaries in the Project Area

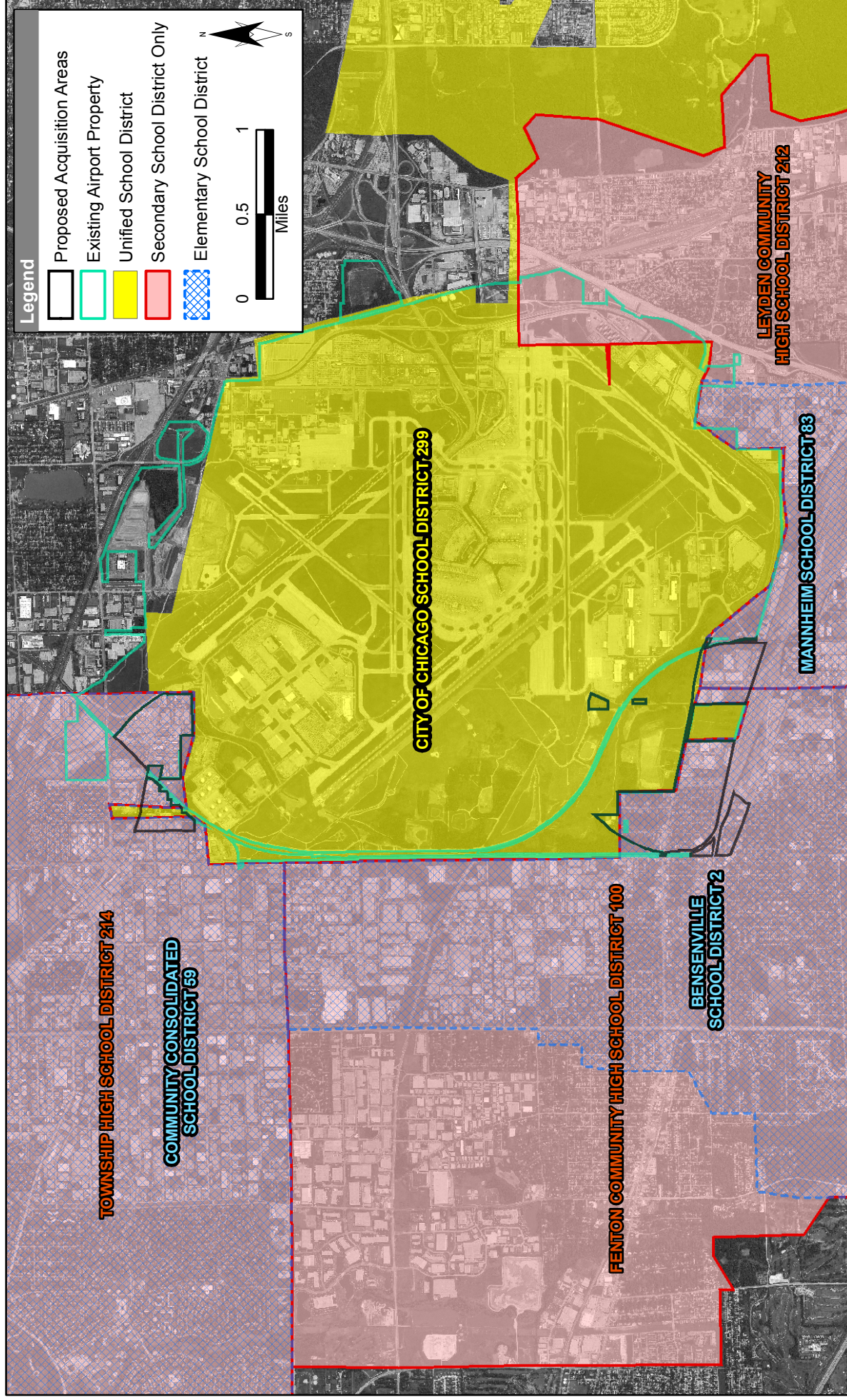
There are a total of 79 public and private schools (K-12) and four colleges/universities in the project area. These schools are shown on **Exhibit 4.2-3 in Chapter 4, Affected Environment**. A total of seven school districts are partially located within the Construction Impact Area as listed below and shown on **Exhibit 5.4-1**:

- Bensenville School District 2
- Fenton Community High School District 100
- Township High School District 214
- Community Consolidated School District 59
- Mannheim School District 83
- Leyden Community High School District 212
- City of Chicago School District #299

Table 5.4-3 shows the enrollment of the schools located in the vicinity of the southwest acquisition area.

**TABLE 5.4-3
SCHOOLS AND ENROLLMENT IN THE VICINITY OF THE SOUTHWEST
ACQUISITION AREA**

School	Type	Enrollment (2004-2005 School Year)
Chippewa School	K-5	296
Mohawk Elementary School	K-5	410
Tioga Elementary School	K-5	576
WA Johnson Elementary School	K-5	339
Blackhawk Middle School	6-8	675
St. Charles Borromeo	K-8	270
Subtotal Elementary and Middle Schools		2,566
Fenton High School	9-12	1,523
Total		4,089
Source: Website: http://www.isbe.net/research/htmls/schools_districts.htm#ipsd , November 15, 2004.		



Source: School Districts: United States Census Bureau, 2000 Census. Aerial Photo: AerialsExpress, September 2002. Existing Airport Property and Proposed Land Acquisition Areas: Ricondo and Associates [CCT], CCT.

Chicago O'Hare International Airport

School Districts



O'Hare Modernization Environmental Impact Statement

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5.4.2.5 Places of Worship in the Project Area

There are a total of 87 places of worship located in the project area. **Exhibit 4.2-5 in Chapter 4, Affected Environment** depicts the location of these facilities. Of these 87 places of worship, a total of nine are located in proximity of the southwest acquisition area in Bensenville as shown in **Table 5.4-4**, and are identified to assess the potential loss of membership due to relocations.

**TABLE 5.4-4
PLACES OF WORSHIP IN THE VICINITY OF THE SOUTHWEST ACQUISITION
AREA**

Name	Estimated Average Weekly Attendance
Bensenville Bible Church	100
Bensenville United Methodist Church	300
Manav Seva Mandir	500
Peace Church United Church of Christ	500
Sam Mool United Methodist Church/St. John's United Church of Christ	200
St. Alexis	500
St. Bede's Episcopal Church	50
True Jesus Church	50
Islamic Community Center	100
Total	2,300
Source: Website: http://www.isbe.net/research/htmls/schools_districts.htm#ipsd , November 15, 2004.	

5.4.2.6 Businesses in the Project Area and Construction Impact Area

Industrial areas are scattered throughout the surrounding community but most notably to the Northwest in Des Plaines, Mount Prospect, and Elk Grove Village; to the west in Wood Dale and Bensenville; and to the south in Bensenville, Franklin Park and Schiller Park. As shown in **Exhibit 4.2-1**, 7.2 percent and 31.1 percent of the land within the surrounding 18 communities is used by commercial or industrial enterprises, respectively.

Appendix H, Social Impacts, includes a list of the businesses in the proposed acquisition areas as documented in the City of Chicago's Relocation Plan.¹⁰

5.4.2.7 Utilities in the Construction Impact Area

Detailed description and location drawings of the utility systems within the proposed land acquisition areas are provided in Chapter V of an untitled report prepared by Consoer Townsend Envirodyne Engineers, Inc., [CCT] dated December 15, 2002.¹¹ The proposed acquisition areas are located in: Des Plaines, Bensenville, and Elk Grove Village. A portion of the proposed land acquisition area would be used for RPZs. The rest of the land would be used for various construction projects.

¹⁰ Draft O'Hare Land Acquisition Relocation Plan, O.R. Colan, March 13, 2003.

¹¹ O'Hare Modernization Program, Final Draft, CTE, December 15, 2002.

Utility services are provided by both the communities and private utility companies. The utilities in each of the three areas are located at the edge of the community utility systems and can, in general, be disconnected without impairing the rest of the utility system. There are, however, some utility mains that need to remain in service either at their present location or at a relocated alignment. The utilities in the land acquisition areas of each community are not connected to any of the utility systems serving O'Hare.

5.4.3 Alternatives Analysis

This section describes the impacts of each of the Build Alternatives C, D, and G in a comparative form against the No Action Alternative (Alternative A). Based upon the proposed phasing of the Build Alternatives, all of the land required for the development would be acquired over a period of time, with completion of all acquisition anticipated prior to the end of Construction Phase II. Therefore, the analysis of impacts related to land acquisition represents a fully completed acquisition process for each alternative.

Prior to the OMA in late 2001, the City began to pursue the acquisition of certain properties in the northwest acquisition area. As a result of the City's actions to acquire property in advance of a Record of Decision (ROD), the FAA wrote three letters¹² which state FAA's position that such actions were "solely at the City's own risk", "the EIS must evaluate that property from the perspective of the use of that property prior to its acquisition by the airport sponsor", and that "any property acquisition by the City will not influence the FAA's objective evaluation of impacts and alternatives such as may be found in forthcoming environmental documents pertaining to O'Hare." Copies of these three letters written by the FAA are included in **Appendix H, Social Impacts**.

The City's proposal to acquire certain properties also generated opposition from certain communities. At present, a lawsuit is pending against the City and the FAA in which the communities and others are seeking to prevent the City's acquisition. On July 10, 2003, the City of Chicago entered into an Agreed Order¹³ which limits property acquisition that can occur prior to completion of the EIS process within Bensenville and Elk Grove Village. The Agreed Order states:

IT IS HEREBY ORDERED THAT:

The City of Chicago agrees that the City voluntarily agrees that it will not acquire property in the Village of Bensenville and Elk Grove Village for the OMP, or acquire the Rest Haven or St. Johannes Cemeteries, unless and until the FAA has issued a Record of Decision following completion of an EIS for the OMP. The City also agrees that it will not acquire any property subject to NHPA or Section 4(f) until the FAA determines that the requirements of those laws have been satisfied for the OMP. This agreement does not include hardship cases that may arise in Bensenville or Elk Grove Village prior to the FAA's issuance of a Record of Decision. The City remains willing to acquire properties in hardship situations in Bensenville and Elk Grove Village

¹² Letters from FAA to City of Chicago Department of Aviation dated December 5, 2001, August 19, 2002, and May 28, 2003.

¹³ In the United States District Court for the Northern District of Illinois Eastern Division, Case No. 03-C-3726, July 10, 2003.

prior to the FAA's decision on the OMP, as allowed by FAA guidance, with advance consent by Village Plaintiffs required to such acquisitions.

The status of the City of Chicago's land acquisition as of October 29, 2004 is shown in **Exhibit H-1** in **Appendix H, Social Impacts**.

Additionally, the FAA has advised Chicago that any pre-EIS property acquisition undertaken by the City would not influence the FAA's objective evaluation of impacts and alternatives in the execution of its EIS responsibilities, nor would it be allowed to prejudice any future FAA decisions.

5.4.3.1 Alternative A – No Action

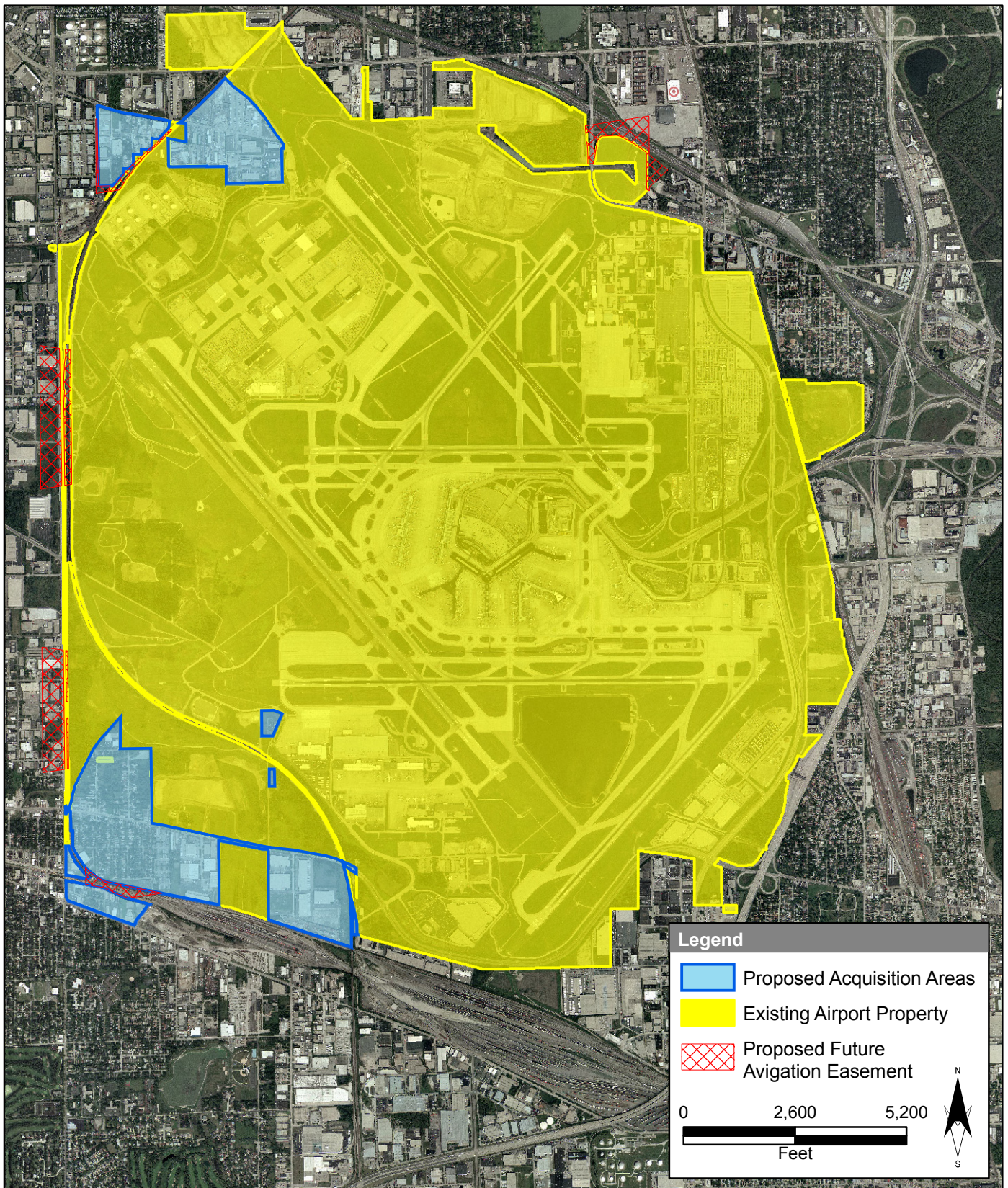
Under the No Action Alternative (Alternative A), the runways, taxiways, terminals, and ground access facilities would essentially remain unchanged from what they are today. Several improvement projects are planned as outlined in **Table E-19** in **Appendix E, Alternatives**, but these projects are focused mainly on replacement or rehabilitation of existing infrastructure.

The No Action Alternative (Alternative A), as described in **Chapter 3, Alternatives**, requires no land acquisition. As such, it would result in little or no social impacts. However as noted above, the City of Chicago has proceeded to purchase certain properties as shown in **Exhibit H-1** in **Appendix H, Social Impacts**. Accordingly, this EIS evaluates the No Action Alternative as if no land had been acquired by the City of Chicago to assess the potential impacts of the Build Alternatives.

5.4.3.2 Alternatives C, D, and G

The following five exhibits (**Exhibit 5.4-2** to **Exhibit 5.4-6**) depict the proposed land acquisition details associated with each of the Build Alternatives C, D, and G, including the current land uses. Implementation of Alternative C would require acquisition of approximately 440 acres of land, while implementation of Alternatives D and G would require the acquisition of about 413 acres of land, or about 27 acres less than Alternative C. **Exhibits 5.4-7** through **Exhibit 5.4-9** depict these acquisition areas within each of the specific communities affected. For example, the **Exhibit 5.4-7** illustrates the proposed acquisition area in Elk Grove Village in relation to the entire community of Elk Grove. Similarly, **Exhibits 5.4-8** and **Exhibit 5.4-9** depict the proposed acquisition areas in Des Plaines and Bensenville, respectively in relation to these entire communities.

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Source: Ricondo and Associates, [CCT] 2004.



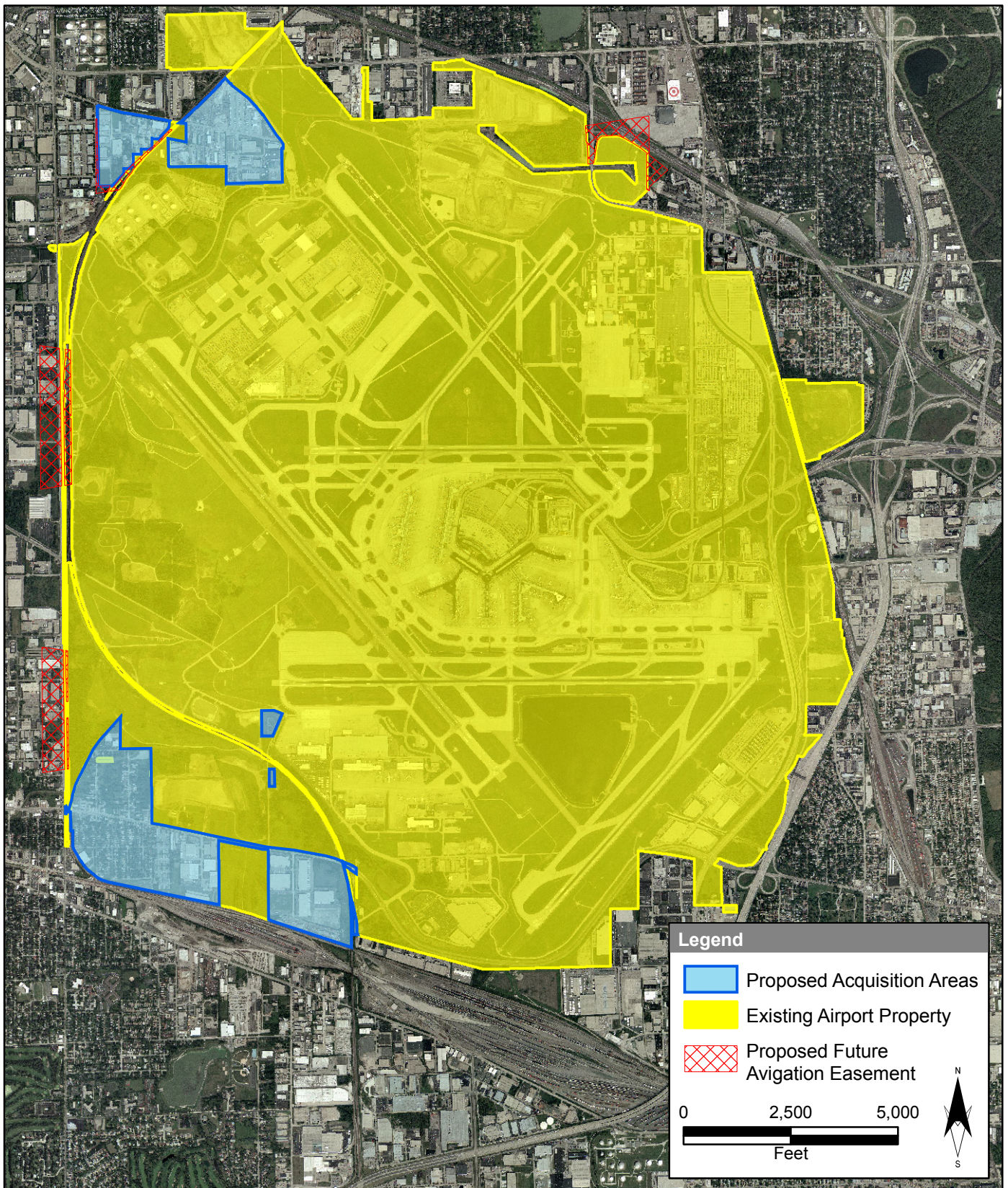
Chicago O'Hare International Airport

O'Hare Modernization Environmental Impact Statement

Alternative C Land Acquisition

► Exhibit 5.4-2

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Source: Ricondo and Associates, [CCT] 2004.



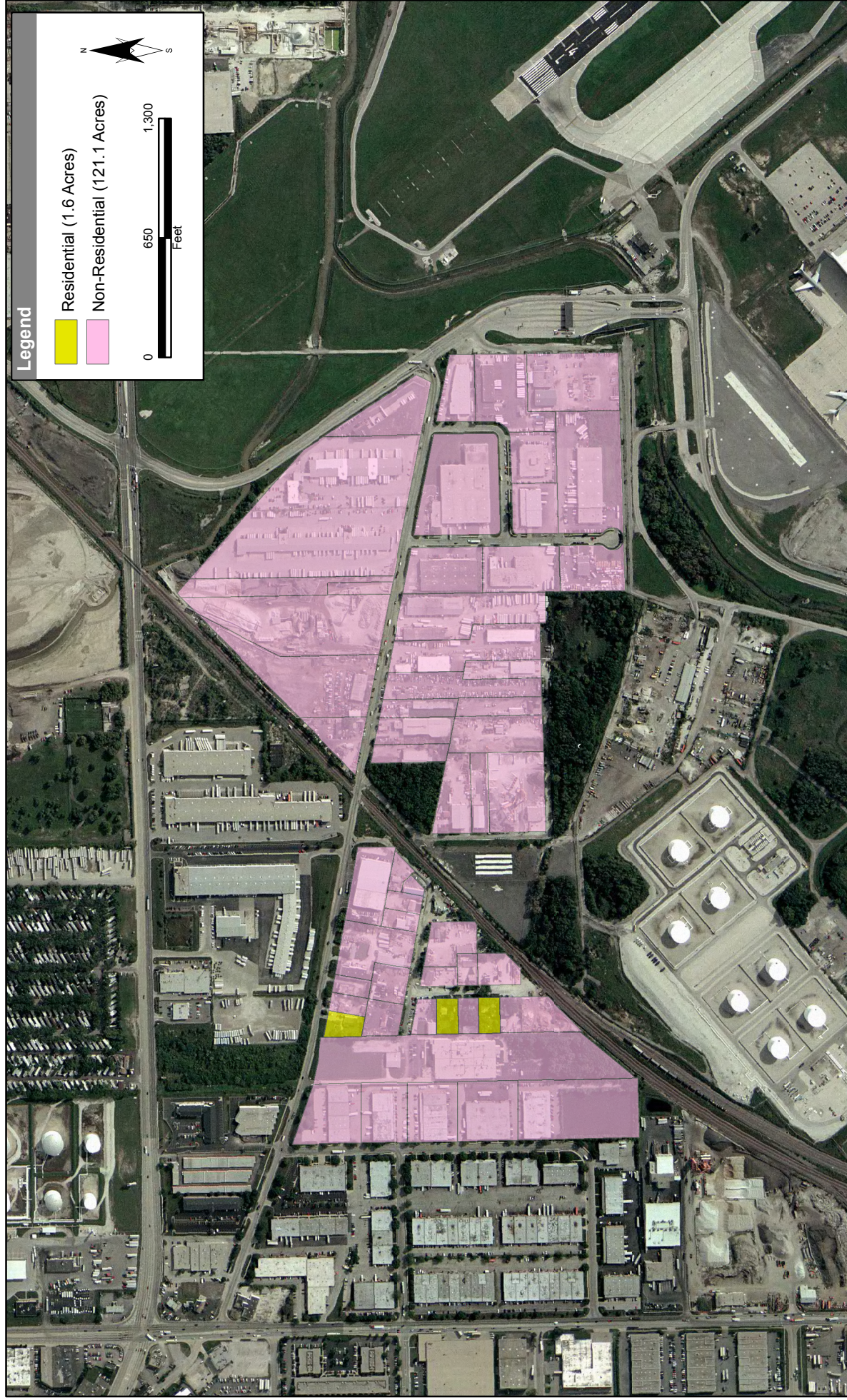
Chicago O'Hare International Airport

O'Hare Modernization Environmental Impact Statement

Alternative D&G Land Acquisition

► Exhibit 5.4-3

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Source: Parcels: Ricondo and Associates, 2004 [CCT]. Land Use: BPC Airport Partners, 2002 [CCT].

Chicago O'Hare International Airport

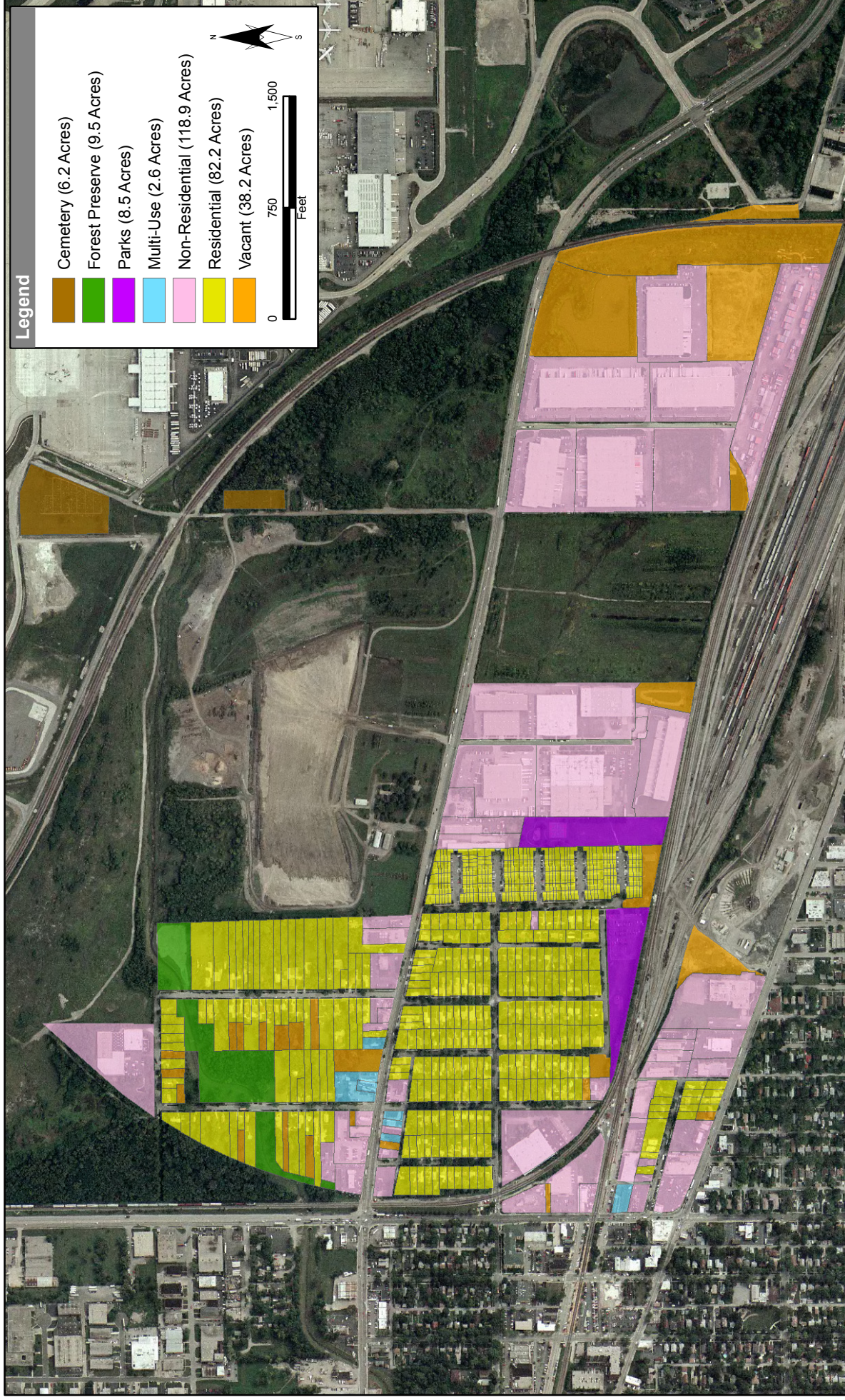
Northwest Portion of Proposed Land Acquisition Parcels Alternatives C, D, & G



**O'Hare Modernization
Environmental Impact Statement**

► Exhibit 5.4-4

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Source: Parcels: Ricordo and Associates, 2004 [CCT]. Land Use: BPC Airport Partners, 2002 [CCT].

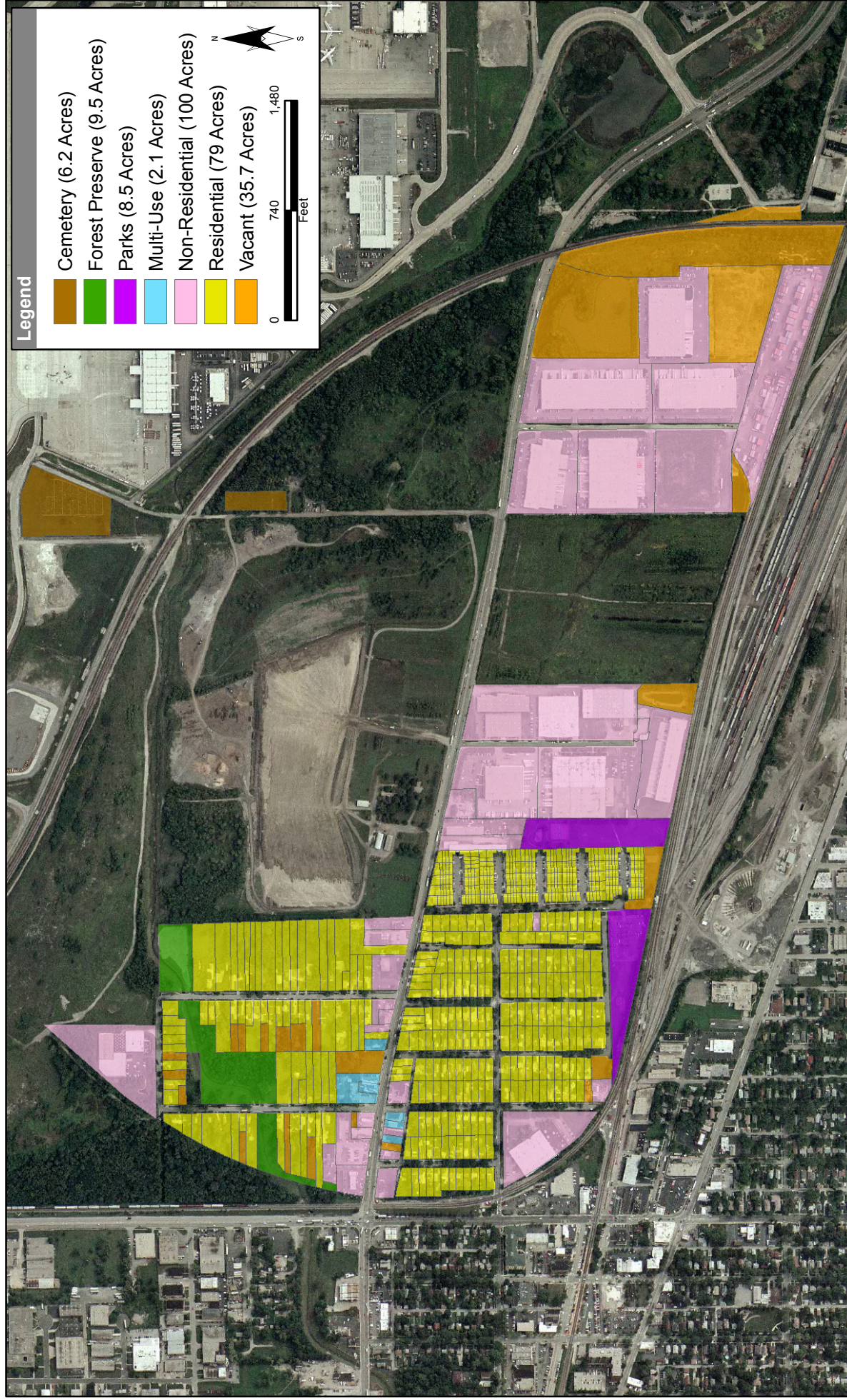
Chicago O'Hare International Airport

Southwest Portion of Proposed Land Acquisition Parcels Alternative C



O'Hare Modernization Environmental Impact Statement

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Source: Parcels: Ricondo and Associates, 2004 [CCT]. Land Use: BPC Airport Partners, 2002 [CCT].

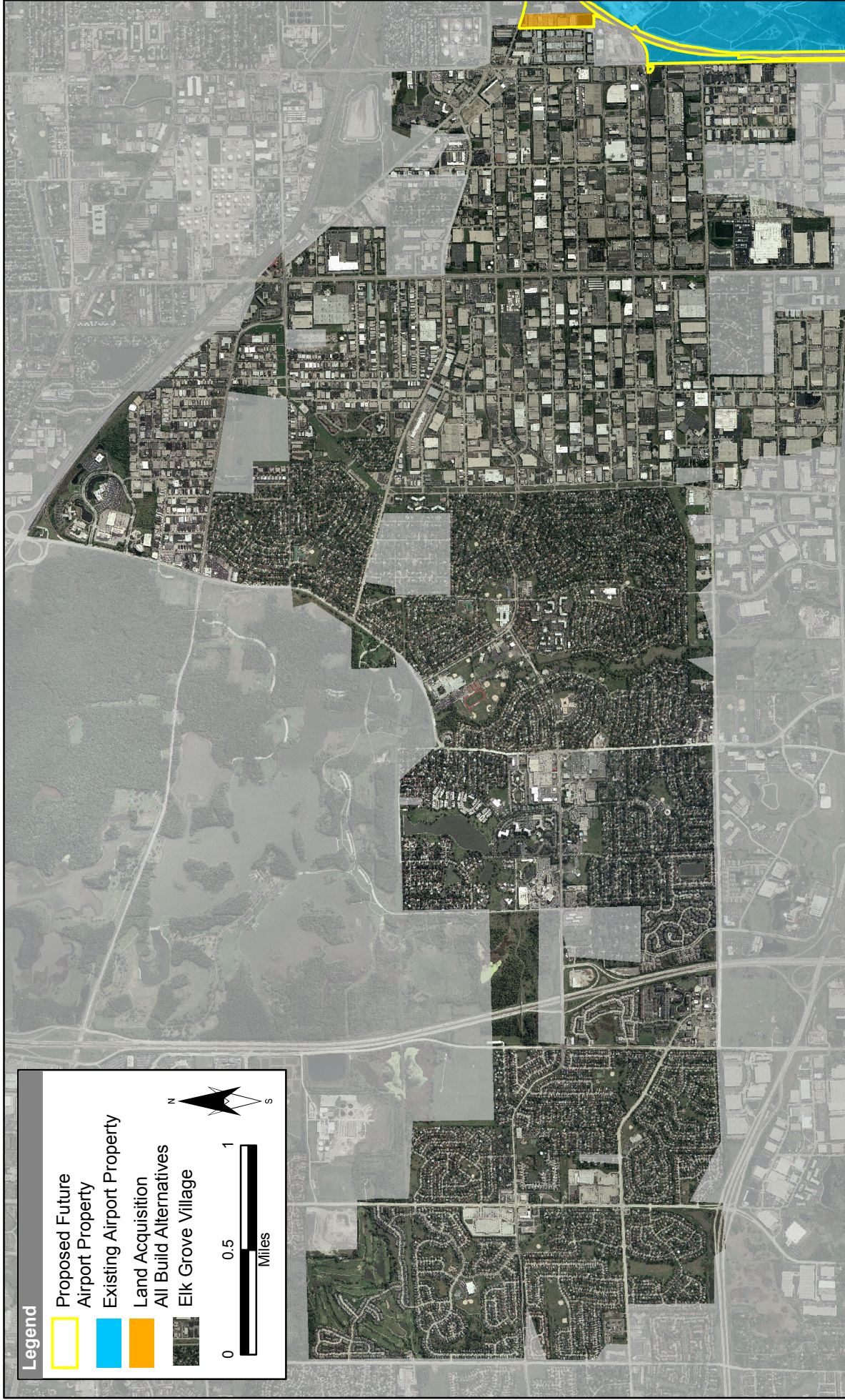
Chicago O'Hare International Airport



O'Hare Modernization Environmental Impact Statement

Southwest Portion of Proposed Land Acquisition Parcels Alternatives D & G

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Source: Land Acquisition Database, Ricondo & Associates, 2004. Community Boundaries, U.S. Census Bureau, 2000. Proposed Future Airport Property, Ricondo & Associates, 2003.

Chicago O'Hare International Airport

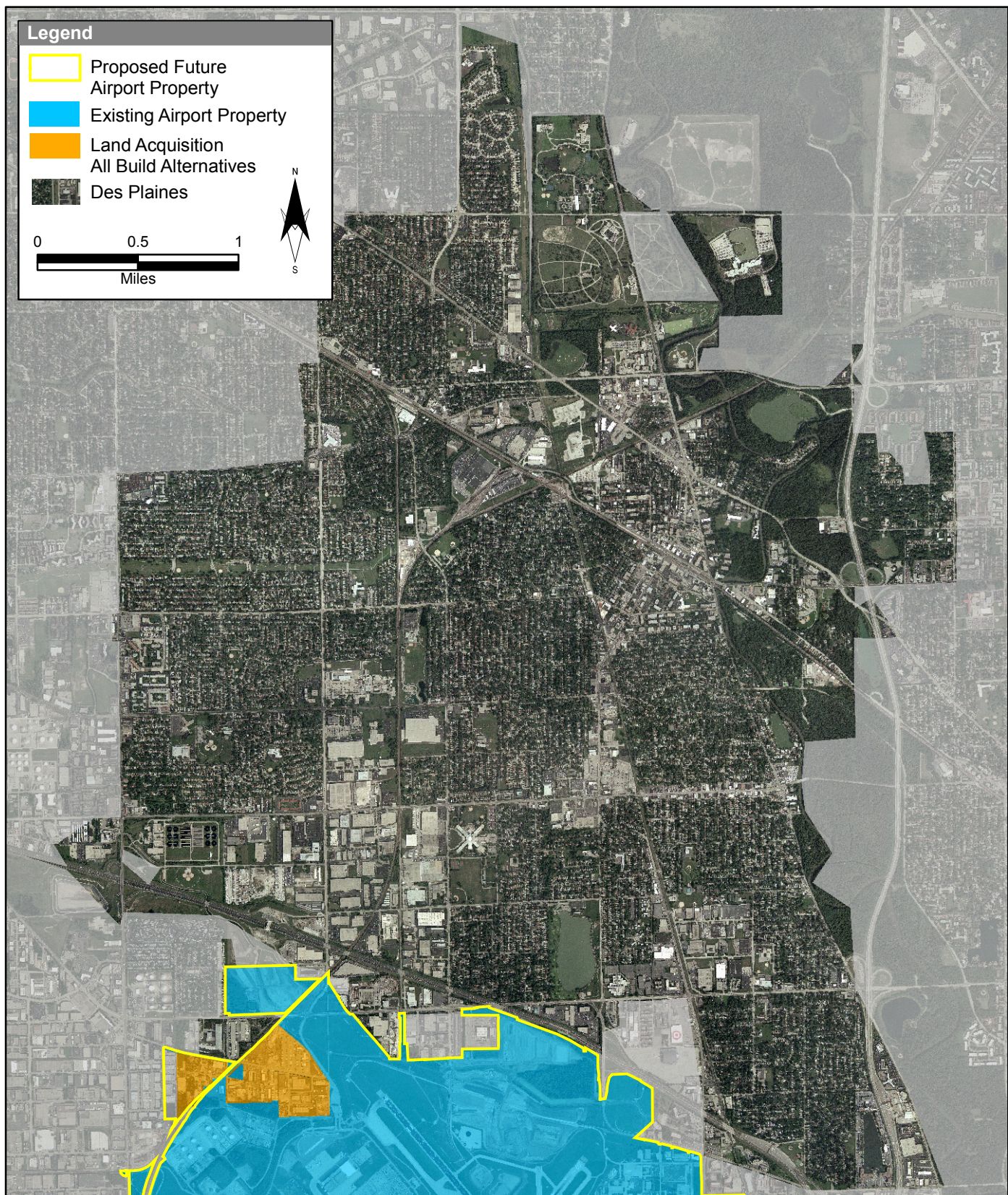
Proposed Land Acquisition Elk Grove



**O'Hare Modernization
Environmental Impact Statement**

► Exhibit 5.4-7

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Source: Land Acquisition Database, Ricord & Associates, 2004. Community Boundaries, U.S. Census Bureau, 2000. Proposed Future Airport Property, Ricord & Associates, 2003.



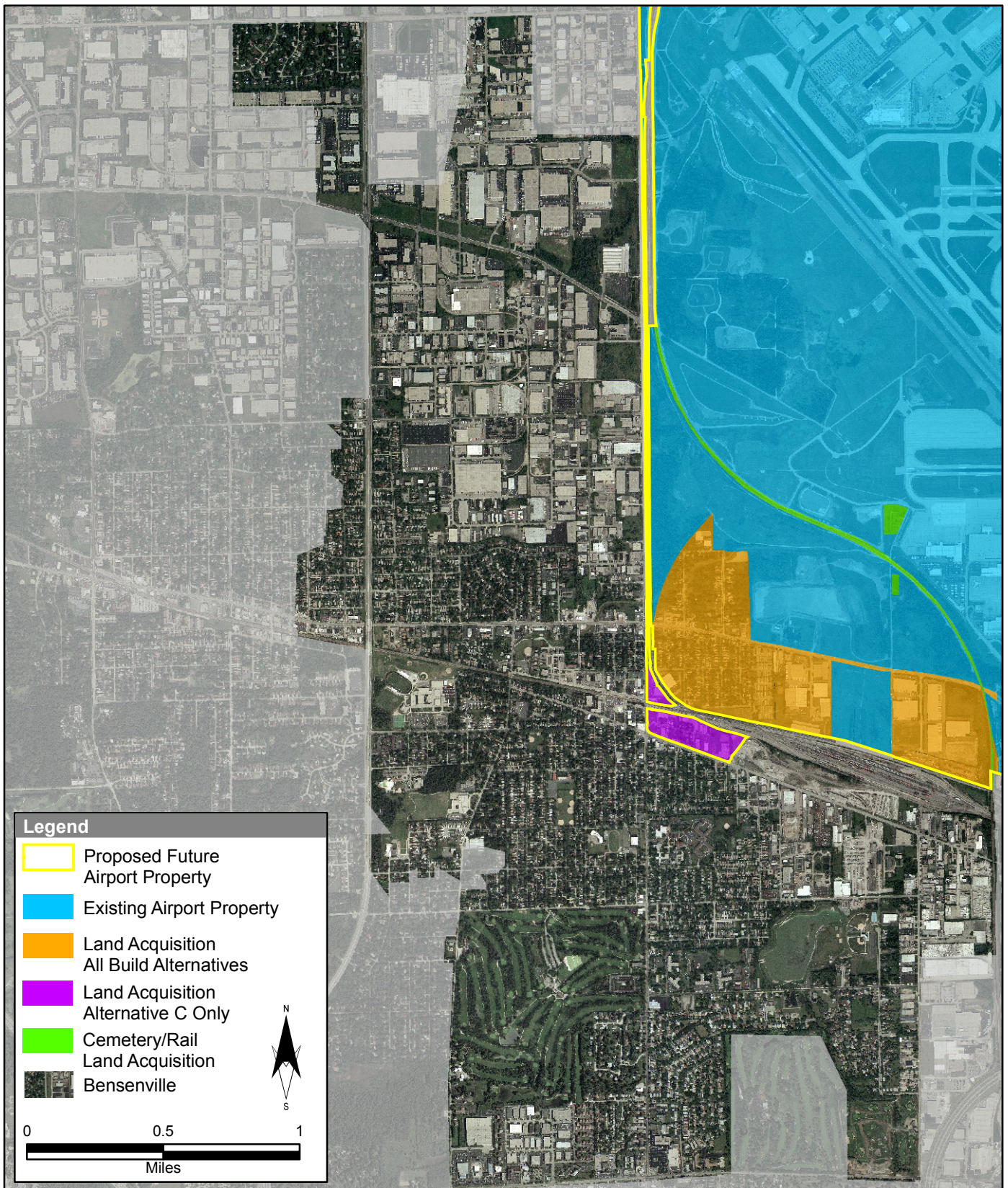
Chicago O'Hare International Airport

**O'Hare Modernization
Environmental Impact Statement**

**Proposed Land Acquisition
Des Plaines**

► Exhibit 5.4-8

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Source: Land Acquisition Database, Ricord & Associates, 2004. Community Boundaries, U.S. Census Bureau, 2000. Proposed Future Airport Property, Ricord & Associates, 2003.



Chicago O'Hare International Airport

O'Hare Modernization Environmental Impact Statement

Proposed Land Acquisition Bensenville

► Exhibit 5.4-9

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As described in the Airport Master Plan, "there are several areas on the west side of the Airport where aviation easement acquisitions are planned. Aviation easements should be pursued where fee simple acquisitions may not be practical or necessary."¹⁴ The Build Alternatives contemplate the need for aviation easements for areas west of York Road within the RPZ for Runways 9C/27C, 9R/27L, 10L/28R and 10C/28C, and the eastern RPZ for Runway 9L/27R. These proposed aviation easement areas are depicted on **Exhibits 5.4-2 and 5.4-3**.

A discussion of the residential and business acquisitions, as well as potential tax losses, and potential impacts to utilities resulting from these acquisitions for each Build Alternative, is discussed in the following sections.

Relocation of Residents

Based on the 2000 U.S. Census, there are approximately 2,631 residents from 539 housing units within the proposed land acquisition areas for Alternative C. Alternatives D and G would include approximately 2,553 residents from 522 housing units. Therefore, Alternatives D and G would require 17 less residential units and approximately 78 less residents than Alternative C. **Table 5.4-5**, shows the number of housing units and population within the northwest and southwest acquisition areas for each of the Build Alternatives. No residences would need to be acquired under the No Action Alternative (Alternative A).¹⁵

**TABLE 5.4-5
RESIDENTIAL RELOCATIONS - ALTERNATIVES C, D, & G**

Northwest Acquisition Area	Alternative C	Alternatives D and G
Housing Units	6	6
Population	8	8
Southwest Acquisition Area	Alternative C	Alternatives D and G
Housing Units	533	516
Population	2,623	2,545
Total Housing Units	539	522
Total Population	2,631	2,553

Sources: Population: U.S. Census Bureau, 2000 Census, File SF1, Matrix P1.

Housing Units: City of Chicago, Department of Aviation, Home Sound Insulation Program Database, 2004.

Within the southwest acquisition area, there is a high percentage of minorities. The percentage of minorities within the population for the southwest acquisition area results in an environmental justice impact. This issue is being addressed specifically in **Section 5.21, Environmental Justice**.

Section 15 of the O'Hare Modernization Act (OMA)¹⁶ identifies powers the City may utilize to acquire property within the proposed acquisition area. This includes condemnation authority by quick-take for the acquisition of various parcels of land associated with the redevelopment of O'Hare. The law describes this land area, which is included in **Attachment A-1 in Appendix A**,

¹⁴ O'Hare International Airport Master Plan, Page VI-41, February 2004.

¹⁵ The City of Chicago has purchased some property in the Northwest Parcel as shown in **Appendix H, Exhibit H-1**.

¹⁶ O'Hare Modernization Act, Illinois Public Act 93-0450, August 6, 2003.

Background. This legislation enables Chicago to acquire properties as defined in the Act, faster than normal due in part to the authority granted by the State of Illinois. This legislation was signed into law on August 6, 2003.

The status of the City's property acquisitions since late 2001 is depicted on **Exhibit H-1** in **Appendix H, Social Impacts**. None of these properties are covered by the Agreed Order.

Due to the nature of this project, any impacted owner or tenant in the acquisition area will be afforded all appropriate rights established in the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and various FAA Orders as identified in **Section 5.4.1.1, Regulatory Context**. In addition, the City of Chicago has developed of a Draft Relocation Plan¹⁷ to ensure fair treatment of the acquired owners and tenants if property acquisition were to take place.

Acquisition of Businesses

Table 5.4-6 shows the number and types of businesses and estimated number of employees that would be relocated or jobs/positions that would be lost under each of the Build Alternatives. There are a total of 33 additional businesses that would be acquired in Alternative C (197 total businesses) when compared to Alternatives D and G (164 total businesses). **Appendix H, Social Impacts**, includes a list of the businesses in the proposed acquisition areas as documented in the City of Chicago's Draft Relocation Plan. No businesses would need to be acquired under the No Action Alternative (Alternative A). However, as discussed in **Section 5.4.3.1, Alternative A - No Action**, the City has already acquired some businesses.

The Uniform Act requires that businesses acquired for a project be given Fair Market Value (FMV) for their property. Some owners may want to continue their business in a new location. Others may want to cease their business following a buyout. Those businesses that choose to relocate their businesses outside of the 18 communities would, at least in the short-term, potentially affect their employees. However as evidenced by the amount of economic activity in the airport environs, it is anticipated that alternative employment opportunities would be available to meet potential job losses due to acquisition.

The majority of businesses potentially displaced by a Build Alternative would be either light industrial facilities or warehouse and distribution facilities. The area west of O'Hare is dominated by light industrial facilities and warehouse and distribution facilities. There are a relatively small number of commercial/retail businesses proposed for acquisition when compared to the total number of comparably zoned commercial/retail businesses in the project area.

The availability of replacement jobs is presented in two large scale employment forecasts prepared by NIPC¹⁸ and HR&A¹⁹ that cover jurisdictions where business properties are

¹⁷ Draft O'Hare Land Acquisition Relocation Plan, O.R. Colan, March 13, 2003.

¹⁸ Long Range Forecasting at NIPC, Uncovering the Science and the Art, CD compiled by Northeastern Illinois Planning Commission, June 2004.

proposed for acquisition. The NIPC forecast indicates that employment in all of the jurisdictions where business properties which would be required for acquisition under the Build Alternatives are expected to increase through 2030. Further, the study conducted by HR&A indicates that all affected jurisdictions (municipalities containing business properties to be acquired) are expected to experience greater growth in employment than under the No Action Alternative (Alternative A).

Thus, an employee displaced by a business that has chosen to cease its operation as a result of acquisition should have a number of similarly oriented businesses in the nearby vicinity to seek other employment. Given the favorable employment forecasts for businesses in those jurisdictions, it is reasonable to expect there would be adequate employment opportunities for displaced employees.

¹⁹ Geographic Disaggregation of Regional Economic Impacts of the O'Hare Modernization Program and the No-Project Alternative, Hamilton, Rabinovitz & Alschuler, Inc., [CCT] August 6, 2004, including tables revised on December 24, 2004.

**TABLE 5.4-6
BUSINESS ACQUISITIONS**

Northwest Acquisition Area		Alternative C		Alternatives D & G	
Type of Business	Estimated Number of Businesses	Estimated Number of Employees (a)	Estimated Number of Businesses	Estimated Number of Employees (a)	
Government	1	9+	1	9+	
Manufacturing/Industrial	28	252+	28	252+	
Food Service	2	7+	2	7+	
Professional Service	3	10	3	10	
Repair Service	8	20+	8	20+	
Other Service	32	1,174+	32	1,174+	
Retail	3	8+	3	8+	
Transport	32	560+	32	560+	
Subtotal	109	2,040+	109	2,040+	

Southwest Acquisition Area		Alternative C		Alternatives D & G	
Type of Business	Estimated Number of Businesses	Estimated Number of Employees (a)	Estimated Number of Businesses	Estimated Number of Employees (a)	
Government	3	+	2	+	
Manufacturing/Industrial	21	346+	10	284+	
Food Service	8	71+	4	15+	
Professional Service	7	45+	3	40+	
Repair Service	8	20+	5	19+	
Other Service	12	71+	11	71+	
Retail	14	24+	10	21+	
Transport	15	423+	13	418+	
Subtotal	88	1,000+	55	868+	
Totals	197	3,040+	164	2,928+	

Note: (a) The estimated number of employees was obtained from the Draft O'Hare Land Acquisition Relocation Plan, dated March 13, 2003 and includes employees from businesses that were contacted and interviewed for this Plan. Some businesses would not submit to an interview, or are part of the pending litigation. **Therefore, the + in each entry indicates that there are likely additional employees for this category of business.**

Source: Draft O'Hare Land Acquisition Relocation Plan, O.R. Colan, March 13, 2003.

Relocation of Cemeteries

St. Johannes Cemetery occupies approximately five acres in the southwest corner of the Airport. This cemetery is currently owned and maintained by the St. John United Church of Christ in Bensenville. Rest Haven Cemetery is a small cemetery, just over one acre, located approximately one-quarter mile south of the St. Johannes Cemetery and is owned by the Rest Haven Cemetery Association. **Exhibit 5.9-3, in Section 5.9, Historical, Architectural, Archaeological, and Cultural Resources,** depicts the location of the two cemeteries.

The City's proposal to acquire these cemeteries has generated opposition from their owners, and from families and friends of those who have been interred there. In particular, the opponents of the acquisition assert that the City's plan offends their religious beliefs concerning the resurrection of the dead and would eliminate the use of the cemeteries for religious reflection. At present, a lawsuit is pending against the City and the FAA in which the cemetery owners and others are seeking to prevent the City's acquisition on this basis. In this litigation, the plaintiffs assert that proceeding with the acquisitions would violate, among other things, Federal constitutional and statutory measures protecting the exercise of their religious beliefs. For further information regarding these issues, see **Section 5.22, Other Issues Relating to Cemetery Acquisition.**

Potential Disruption in Community Character

If property is acquired, the most significant disruptions in community character would occur in and around the acquisition area. It is important to consider businesses and residents who would be relocated, as well as those who would remain in the area.

Local businesses, schools, and places of worship often are the center of community activity. The proposed relocation under the Build Alternatives (2,631 residents, 539 housing units and 197 businesses for Alternative C, and 2,553 residents, 522 housing units and 164 businesses for Alternatives D and G) could adversely affect the community character.

Potential Impacts on Remaining Businesses Following Acquisition

A discussion of the potential impacts on businesses that would be relocated under the Build Alternatives was previously presented. It is also important to consider businesses that would remain in the area immediately beyond the acquisition areas. In some instances, potential for impacts on remaining businesses whose property would not be acquired for construction should be considered. A site visit conducted by the TPC²⁰ to the area which would become adjacent to or near the airport property following acquisitions associated with the Build Alternatives has identified over 180 businesses, including over 80 service oriented businesses in the vicinity of the southwest acquisition area that may rely, in some part, on population currently living within the proposed acquisition areas. These service oriented businesses include restaurants, child care facilities, shopping, cleaners, service stations and car repair shops, beauty shops and spas, and health care facilities. Since a high percentage of the population residing in the southwest acquisition area are minorities, there could be some unique business types which rely on the clientele from the acquisition area for their livelihood. A more detailed discussion of potential impacts on minority businesses is presented in **Section 5.21, Environmental Justice.**

It is not possible to predict, with any certainty, where a property owner or tenant would relocate. Some residences may relocate near their current properties while others could relocate to other communities. While the businesses in the vicinity of the acquisition area could experience a reduction in patrons as a result of the acquisitions, the populations of the

²⁰ TPC site visit conducted on November 6, 2004.

Bensenville area and surrounding communities, including Wood Dale and Franklin Park, should be able to support these service-oriented businesses. As a point of reference, the population within the acquisition area makes up approximately ten percent of the total population of Bensenville, and approximately five percent of the population of those portion of surrounding communities within the project area, including Bensenville, Wood Dale, and Franklin Park, based on the 2000 U.S. Census data presented in **Chapter 4, Affected Environment**.

Potential Impacts on Schools

Table 5.4-7 shows the estimated population of school age children located within the southwest acquisition area. Previously in **Section 5.4.2.4, Schools and School District Boundaries in the Project Area**, the total enrollment of each of the schools in the vicinity of the southwest acquisition area for the 2004/2005 school year was presented. Based on this enrollment and the estimated number of school age population in the southwest acquisition area, a general correlation could be made of the potential impacts to the student enrollment at these schools. Applying this general correlation, it is estimated that the enrollment of the elementary and middle school-aged children could be reduced by approximately 19 percent, and the enrollment at the high school could be reduced by approximately 11 percent as a result of the potential acquisitions for each of the Build Alternatives. However, if property owners within the acquisition area decide to relocate to properties within their current school districts, then these estimated percentages of reduced school enrollments could be reduced. It is not possible to accurately predict where a property owner or tenant would relocate. Due to the minimal residential population (8) within the northwest acquisition area, no impacts to school districts in the northwest area are anticipated.

**TABLE 5.4-7
ESTIMATED SCHOOL AGE POPULATION WITHIN SW ACQUISITION AREA**

School Group	(Alternative C)		(Alternatives D & G)	
	Population in SW Acquisition Area	% Enrollment from Area Schools (a)	Population in SW Acquisition Area	% Enrollment from Area Schools (a)
Elementary and Middle School (Ages 5-14)	496	19.3%	484	18.9%
High School (Ages 15-17)	166	10.9%	164	10.8%
Note: (a) This column is computed by dividing the population in this table by the total enrollment of area schools in Table 5.4-3 for each school group.				
Source: Summary File 1, Matrix P12, U.S. Census Bureau, Census 2000.				

Potential Impacts on Places of Worship

The Build Alternatives would not displace any places of worship. However, acquisition could displace the residents that attend nearby places of worship. Potential impacts on places of worship are difficult to quantify since it is unknown where a property owner or tenant might relocate. However, unlike schools, which have certain geographic district boundaries that determine who can attend; places of worship are open to anyone who wants to attend services. Therefore, the relocated residents would be able to maintain membership or participation at their preferred places of worship, regardless of a new relocated location. Even if some members

elect to change their preferred place of worship upon relocation, significant drops in attendance at any one specific place of worship may not occur.

Property Tax Loss

Alternative C provides for acquisition of approximately 440 acres of land shown on **Exhibit 5.4-2**. Alternatives D and G would require the acquisition of about 413 acres of land shown on **Exhibit 5.4-3**. If acquired, the taxing bodies which have historically received annual tax revenues generated from these parcels would lose this revenue. **Tables 5.4-8** and **5.4-9** reflect the anticipated property tax loss resulting from acquisition of properties in the northwest and southwest acquisition areas respectively. **Appendix H, Social Impacts** includes a complete listing of the parcels being considered for acquisition for each of the Build Alternatives.

Using the property identification numbers (PINs), tax bill information and tax codes obtained from the county offices in DuPage and Cook Counties, a numerical dollar value (representing tax loss in 2002 dollars) was determined for each of the affected taxing bodies. This information was obtained for the following northwest and southwest acquisition areas.

Northwest Acquisition Area

Based on the PINs, the majority of the northwest acquisition area is located in Elk Grove Township in Cook County. There are three PINs in Jefferson Township in Cook County and four PINs for Addison Township in DuPage County. This area also includes PINs for property owned by one or more railroads. Railroad property is treated differently than ordinary real estate by the Cook County Assessor's Office; therefore, the railroad parcels were excluded from the analysis.

For the northwest acquisition area, the property tax impact on all taxing bodies totals approximately \$2.5 million. Of this amount, approximately \$1.6 million would be distributed to school districts and community colleges. In this particular case, Alternatives C, D, and G would have identical impacts. **Table 5.4-8** identifies the potential tax loss to each of the taxing bodies affected by the northwest acquisition area. The City of Chicago, through the O'Hare Modernization Act, is required to repay the potential tax loss to school and community college districts up to the amount specified in the legislation and for a certain prescribed term. Additional information regarding this legislation is provided in **Section 5.4.4, Potential Mitigation Measures**. In addition, new legislation has been introduced by Illinois State Senators Carole Pankau and Dave Sullivan which, if enacted, would amend the O'Hare Modernization Act. This legislation provides that for the 2005 taxable year and for each of the 4 taxable years thereafter, the City of Chicago would pay to each taxing district other than a school district or a community college district the total amount of the property tax liability of the acquired parcels for the taxing district for the 2002 taxable year, increased or decreased for each year by the lesser of 5% or the annual increase in the Consumer Price Index. Funds payable by the City under this provision would be paid exclusively from non-tax revenues generated at airports owned by the City and would not exceed the amount of those funds that can be paid for that purpose under certain provisions of federal law.

TABLE 5.4-8
ESTIMATED ANNUAL TAX BASE LOSSES FOR PROPOSED NORTHWEST
ACQUISITION AREA

Taxing Bodies	Alternatives C, D & G
School District CC 59	\$675,434
High School District 214	\$670,249
Harper College District 512	\$107,414
Board of Education	\$94,607
Chicago Community College District	\$7,437
School Finance Authority	\$4,701
<i>SUBTOTAL FOR SCHOOL DISTRICTS</i>	<i>\$1,559,843</i>
City of Des Plaines	\$263,851
Cook County	\$215,533
Water Reclamation District	\$144,941
Des Plaines Library Fund	\$77,566
Cook County Health Facility	\$60,945
City of Chicago	\$38,565
Forest Preserve District	\$23,831
Village of Elk Grove	\$21,127
Elk Grove Park District	\$20,944
Township of Elk Grove	\$18,206
Chicago Park District	\$13,679
Elk Grove Village Library	\$8,231
Elk Grove General Assistance	\$4,005
Chicago Library Fund	\$3,692
Road and Bridge Elk Grove	\$3,277
NW Mosquito Abatement	\$3,277
Suburban TB Sanitarium	\$2,185
Parks-Museum/Aquarium Board	\$797
Elk Grove Rural Fire District	\$309
Bensenville TIF District 1	\$86
<i>SUBTOTAL OTHER TAX BODIES</i>	<i>\$925,046</i>
TOTAL	\$2,484,889
Source: TPC Analysis of 2002 Cook County and DuPage County Tax Bills for parcels proposed to be acquired.	

Southwest Acquisition Area

Based on the PINs, the majority of the southwest acquisition area is located in Bensenville, Addison Township, and DuPage County. Addison Township includes all or part of the following communities: Addison, Bensenville, Chicago (a portion of O'Hare Airport), Elmhurst (north of North Avenue), Elk Grove Village (south of Devon Avenue), Itasca, Lombard (north of North Avenue, east of Route 53), Villa Park (north of North Avenue), and Wood Dale.²¹ There are a few parcels located in Cook County in Leyden Township.

²¹ Addison Township Assessor's Office, Website: <http://www.addisontownship.com/addison.asp>, October 2003 and August 2004.

Under Alternative C, in the southwest acquisition area, the total property tax loss on an annual basis to the taxing bodies affected by acquisition, based upon 2002 tax bills paid in 2003, would be approximately \$3.2 million. Of this amount, about \$1.6 million are property taxes that would be distributed to school districts and community colleges. The acquisition of property represented by Alternatives D and G creates an estimated annual tax loss to the taxing bodies of approximately \$2.8 million. The acquisition associated with Alternatives D and G would represent an estimated annual tax loss to school and community college districts of approximately \$1.5 million. **Table 5.4-9** identifies the potential tax loss to each of the taxing bodies affected by the southwest acquisition area.

**TABLE 5.4-9
ESTIMATED ANNUAL TAX BASE LOSSES FOR PROPOSED SOUTHWEST
ACQUISITION AREA**

Taxing Bodies	Alternative C	Alternatives D & G	Differences between Alternative C and Alternatives D & G
Grade School District 2	\$978,742	\$895,693	(\$83,049)
High School District 100	\$577,623	\$528,610	(\$49,013)
School District 83	\$21,249	\$21,249	\$0
High School District 212	\$13,188	\$13,188	\$0
Triton College District 504	\$2,049	\$2,049	\$0
College of DuPage 502	\$82,551	\$75,546	(\$7,005)
SUBTOTAL FOR SCHOOL DISTRICTS	\$1,675,402	\$1,536,335	(\$139,067)
Village of Bensenville	\$336,150	\$308,170	(\$27,980)
Bensenville TIF District 1	\$269,544	\$101,367	(\$168,177)
Bensenville TIF District 2	\$243,740	\$243,740	\$0
TIF – Bensenville (O'Hare Cargo Center)	\$243,740	\$243,740	\$0
Bensenville Park District	\$126,796	\$116,236	(\$10,560)
County of DuPage	\$93,434	\$86,510	(\$6,924)
Bensenville Public Library District	\$64,818	\$59,427	(\$5,391)
DuPage Forest Preserve District	\$58,115	\$53,184	(\$4,931)
Addison Township Road District	\$28,338	\$25,933	(\$2,405)
Addison Township	\$18,866	\$17,265	(\$1,601)
DuPage Airport Authority	\$9,395	\$8,598	(\$797)
Cook County	\$4,258	\$4,258	\$0
Water Reclamation District	\$2,958	\$2,958	\$0
Cook County Health Facilities	\$1,244	\$1,244	\$0
Road and Bridge Leyden	\$893	\$893	\$0
Town of Leyden	\$598	\$598	\$0
Forest Preserve District	\$512	\$512	\$0
Suburban TB Sanitarium	\$48	\$48	\$0
Leyden General Assistance	\$32	\$32	\$0
Consolidated Elections	\$0	\$0	\$0
DuPage Water Commission	\$0	\$0	\$0
NW Suburban Mass Transit	\$0	\$0	\$0
SUBTOTAL OTHER TAX BODIES	\$1,503,479	\$1,274,713	(\$228,766)
TOTAL	\$3,178,881	\$2,811,048	(\$367,833)

Note: Number in () denotes a negative value when compared to Alternative C.

Source: TPC Analysis of 2002 Cook County and DuPage County Tax Bills for parcels proposed to be acquired.

As discussed in **Section 5.4.1.1, Regulatory Context**, legislation was passed that specified how reimbursement for tax loss was to be handled for those areas being acquired. This legislation specifically related to Alternative C. Primarily, school districts and community college districts were to be recipients of any tax loss reimbursements as specified in Section 21, Reimbursement for tax base losses of the Act. **Table 5.4-10** reflects the estimated tax base loss by school district for a single tax year for each Build Alternative.

TABLE 5.4-10
ESTIMATED TAX LOSS AS A PERCENT OF LOCAL REVENUE BY SCHOOL
DISTRICTS FOR ONE YEAR

School District (a)	Fiscal Year 2003 Local Revenue	Alternative C		Alternatives D and G	
		Tax Impact	% of Local Revenue	Tax Impact	% of Local Revenue
Bensenville School District 2	\$16,943,349	\$978,742	5.78%	\$895,693	5.29%
Fenton Community High School District 100	\$19,272,938	\$577,623	3.00%	\$528,610	2.74%
Township High School District 214	\$159,915,572	\$670,249	0.42%	\$670,249	0.42%
Community Consolidated School District 59	\$64,073,942	\$675,434	1.05%	\$675,434	1.05%
Mannheim School District 83	\$20,469,438	\$21,249	0.10%	\$21,249	0.10%
Leyden Community High School District 212	\$38,128,910	\$13,188	0.03%	\$13,188	0.03%
Totals	\$318,804,149	\$2,936,485	0.92%	\$2,804,423	0.87%
Note: (a) This table does not include the tax loss by community colleges, Board of Education, or School Finance Authority. Source: 2002 Cook County and DuPage County Tax Bills State Illinois Board of Education, "ILEARN (Illinois Local Education Agency Retrieval Network)" on-line database http://206.166.105.128/ilearn/ASP/LstARCDDData.asp					

The O'Hare School Impact Group

The O'Hare School Impact Group (OSIG) is composed of five school districts: Bensenville Elementary School District 2, Elk Grove Community Consolidated School District 59, Fenton High School District 100, Leyden Community High School District 212, and Township High School District 514. The OSIG commissioned a report regarding the property-tax impact of the O'Hare Runway Expansion Plan.²² Working with a professional appraisal firm, the OSIG report's authors used the legal descriptions of the parcels, which were identified by City of Chicago Ordinance, contained in **Appendix H, Social Impacts**. This ordinance was used to determine the PINs for the more than 570 parcels.

To calculate the property tax impact, the OSIG Report used the final Board of Review 2001 assessment information and the tax rate information. To make the long-term estimate of the property tax loss, the OSIG report used the present value of the lost tax revenues for twelve years. "Twelve years was selected based on a term of four triennial reassessment periods, as well as the time span for one student to matriculate and complete a K-12 program." While this quote indicates 12 years, the completion of a K-12 program would actually represent a 13 year program.

Although the study explains the rationale for the number of years, it does not explain the assumptions for the use of a present value of 8 percent. The study does not acknowledge nor take into account the impact of TIFs on the school districts.

²² Ares G. Dalianis and Michael J. Hernandez, The O'Hare School Impact Group (O.S.I.G.): A Report to the Boards of Education Regarding the Property Tax Impact of the O'Hare Runway Expansion Plan, (Chicago: Franczek Sullivan P.C., [2003]).

Potential Utility Impacts

In the proposed acquisition areas for the Build Alternatives, all above ground facilities such as poles, overhead power and communication lines, fire hydrants and utility equipment would be required to be removed. The existing disconnected underground utility infrastructure would remain in place. The above ground facilities would be removed by the various utility agencies. The disconnected underground utility infrastructure would be removed as required by the proposed construction.

The utilities serving the acquisition areas include electric power, water and fire protection, natural gas, sanitary sewer, storm sewer, and communication lines. As individual parcels of land are acquired, the utility services serving that property would be disconnected. The utility mains would remain in service until all properties served by the mains are acquired at which time the main would be disconnected. The disconnection of all mains would be accomplished by the utility agency or in a manner approved by the utility owner.

The following are the known principal utility mains that need to remain in service within the Village of Bensenville.

- A 20 inch diameter natural gas main along York Road.
- Relocation of a 24 inch diameter sanitary sewer force main along York Road and Green Street around the southwest borders of the acquisition area.

There are no known utility mains that need relocation in Des Plaines or Elk Grove Village.

5.4.4 Potential Mitigation Measures

5.4.4.1 Residential and Business Acquisitions

A Draft Relocation Plan²³ was prepared by the City of Chicago to assist displaced residents and businesses in relocating to new properties outside the proposed acquisition areas. This Relocation Plan was prepared in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646), 49 CFR Part 24, and the FAA Advisory Circular/150/5100-17, dated September 7, 2001. This Relocation Plan would be implemented if a Build Alternative is selected.

As stated in the Relocation Plan, the following are the purposes of this plan:

- To inventory the characteristics and needs of the residences and businesses to be displaced;
- To investigate methods for minimizing the disruptions to households and businesses caused by their relocation;

²³ Draft O'Hare Land Acquisition Relocation Plan, O.R. Colan, March 13, 2003.

- To inventory and demonstrate that an adequate number of properties similar to those being acquired by the airport currently exists within reasonable distances from the project area; and,
- To assure that all eligible property owners and tenants located within the project area will enjoy the full benefit of all protections and guarantees provided by Federal and state laws and regulations.

FAA is aware of the residents' concerns that the sale price established for their existing property (fair market value) would be insufficient to provide for purchase of comparable property in a new location. Provisions within the Uniform Act provide a mechanism to address these concerns.

Therefore, any impacted owner, tenant, or business in the proposed acquisition area will be afforded all appropriate rights established under the Uniform Act and FAA's AC 150/5100-17 if a Build Alternative is selected. The Uniform Act will be implemented by the City of Chicago's O'Hare Land Acquisition Program with compliance assured by FAA.

In addition, because there a large number of Spanish-speaking residents within the acquisition area, the City's Land Acquisition Consultant will provide a Spanish translator (translators for other languages will be provided if needed), with knowledge of 49 CFR Part 24 requirements, throughout the land acquisition process.

In addition to the above described mitigation measures, although not specifically required under the Uniform Act, the City of Chicago has committed to providing advisory services to those immediately adjacent to the acquisition area. **Appendix H, Social Impacts**, includes a copy of the City of Chicago's commitment letter.²⁴

5.4.4.2 Cemetery Relocations

As a result of potential impacts to the St. Johannes and Rest Haven Cemeteries, Draft Memorandums of Agreement (MOAs) are being developed which outline the steps that would be taken in mitigating the adverse impacts to these resources. At a minimum, the following mitigation measures will be implemented if a Record of Decision approves a Build Alternative:

- Map of the Cemeteries - Within 180 days of the FAA's issuance of a Record of Decision, if a Build Alternative is approved, and the City of Chicago's decision to proceed with the proposed O'Hare Modernization, the City of Chicago would produce a professional level survey of all identified graves, and all historic features visible on the ground surface within St. Johannes Cemetery and the Rest Haven Cemetery.
- Photographic Recordation - The headstones and all other above ground features will be recorded with archival photography prior to their removal. The City of

²⁴ Letter from City of Chicago to FAA, July 11, 2005.

Chicago would prepare six to nine, 5" x 7", 35 mm, archivally-processed, black-and-white photographs of each headstone.

- A copy of documentation related to the MOAs will be provided to the Advisory Council on Historic Preservation, the National Park Service, Illinois Historic Preservation Agency, the St. John's United Church of Christ, Rest Haven Cemetery Association, the City of Chicago, the Village of Bensenville, and the Bensenville Historical Commission.

A separate agreement will be developed, if necessary, that will outline the procedures for relocation of those interred within the cemeteries.

5.4.4.3 Property Tax Loss

The total taxes that would be lost to the school districts and community colleges for one year would be approximately \$3,150,000 for Alternative C and approximately \$3,020,000 for Alternatives D and G. Based on Section 21, Reimbursement for tax base losses of the O'Hare Modernization Act,²⁵ tax loss reimbursement is outlined as follows:

(a) Whenever the City acquires parcels of property within any school district or community college district for the O'Hare Modernization Program, the City shall, for the following taxable year and for each of the 5 taxable years thereafter, pay to that district the amount of the total property tax liability of the acquired parcels to the district for the 2002 taxable year, increased or decreased each year by the percentage change of the district's total tax extension for the current taxable year from the total tax extension for the prior taxable year; provided that no annual increase shall exceed the lesser of 5 percent or the annual increase in the Consumer Price Index. Funds payable by the City under this Section shall be paid exclusively from non-tax revenues generated at airports owned by the City, and shall not exceed the amount of those funds that can be paid for that purpose under 49 U.S.C. 47107 (1)(2).

(b) Notwithstanding any other provision of this Section: (i) no funds shall be payable by the City under this Section with respect to any taxable year succeeding the 2009 taxable year; (ii) in no event shall such funds be payable on or after January 1, 2010; (iii) in no event shall the total funds paid by the City pursuant to this Section to all districts for all taxable years exceed \$20,000,000; and (iv) any amounts payable to a district by the City with respect to any parcel of property for any taxable year shall be reduced by the amount of taxes actually paid to the district for that taxable year with respect to that parcel or any leasehold interest therein.

5.4.5 Summary

The following **Table 5.4-11** summarizes the social impacts associated with each alternative under consideration. As a result of the impacts related to this project, mitigation measures as outlined in **Section 5.4.4, Potential Mitigation Measures**, will be considered.

²⁵ O'Hare Modernization Act, Illinois Public Act 93-0450, August 6, 2003.

TABLE 5.4-11
SUMMARY OF LAND ACQUISITION RELATED IMPACTS

Impacts	No Action Alternative (Alternative A)	Build Alternatives	
		Alternative C	Alternatives D and G
Housing Units (Residential)	0	539	522
Businesses (Non-Residential)	0	197	164
Total Estimated Acres Acquisition Area	0	440	413
Population in Acquisition Areas	0	2631	2553
Estimated Tax Loss - School Districts and Colleges	0	\$3,152,694	\$3,020,632
Estimated Tax Loss - Other Taxing Bodies	0	\$2,511,076	\$2,275,305
Total Estimated Tax Loss (1 year only)	0	\$5,663,770	\$5,295,937
Note: Estimated Tax Loss based on 2002 Cook and DuPage Counties Tax Bills			
Source: TPC Analysis			

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